

## Pre-Council Minutes

### Joint Antelope Valley Authority Presentation on Antelope Valley January 12, 2009

**Public:** \_\_\_\_\_  
**Closed:** \_\_\_\_\_

Meeting Began at: 10:05 a.m.  
Meeting Ended at: 11:00 a.m.

Members Present: Robin Eschliman, Dan Marvin, John Spatz, Jon Camp, Ken Svoboda,  
Doug Emery, Jonathan Cook

Members Absent:

Others Present: Glenn Johnson, Christine Jackson, Greg MacLean, Roger Figard,  
Amy Cornelius-Jones, John Hendry, Steve Huggenberger, Tim Clare,  
Coby Mach, Harlon Layton, Other Citizens

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The JAVA Board gave a presentation on Antelope Valley to the City Council members.

INTRODUCTION

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Robin Eschliman, City Council Chair, called the meeting to order.

Glenn Johnson, General Manager of the Natural Resources District and Chair to the Joint Antelope Valley Authority (JAVA), introduced himself and the other members of the JAVA Board: Christine Jackson, Vice Chancellor for Business & Finance and Vice-Chair to JAVA and Greg MacLean, Director of Public Works and Treasurer to JAVA.

A copy of the presentation is attached to these minutes. A short overview is briefly stated here.

Mr. Johnson started the presentation by discussing the formation of JAVA, the three partners and their involvement in the project. He also talked about Antelope Valley's support system with various entities ranging from the Federal level all the way down to the community at large. Mr. Johnson continued the presentation by discussing flood control.

Ms. Jackson followed by discussing the University of Nebraska - Lincoln's involvement, their strategic goals and how Antelope Valley supported the Campus' Master Plan. She also went over how transportation has improved on campus as well as economic development opportunities.

Mr. MacLean reviewed the transportation, community revitalization and recreational aspects of Antelope Valley.

Finally, Mr. Johnson discussed JAVA's objectives regarding the Amended Draft Single Package, Phase I, the time line, and project costs. There were a couple more slides in the presentation that he did not have time to present but will be included in the attachment.

Discussion:

Marvin asked where does the completion of the project take the road? MacLean indicated that the project, Phase I, finishes up at 27<sup>th</sup> Street on the east. Johnson added that it goes from Vine Street to 'K' Street and from 19<sup>th</sup> to 27<sup>th</sup> Street to complete the Big 'X'.

Camp asked about the costs discussed for Phase I and the estimates for Phase II and III? Johnson clarified that there was not a Phase III. He continued that the Antelope Valley Major Investment Study and the Environmental Impact Statement looked at the next phase. This would basically be a transportation component from 33<sup>rd</sup> and Adams to 33<sup>rd</sup> and Cornhusker. These were not a part of the Draft Single Package that was adopted and not part of JAVA's charge to implement anything beyond Phase I. If there are subsequent phases, then a new process and funding would need to be developed. These are not in the City's CIP (Capital Improvement Program).

Spatz inquired if the percentages that Johnson gave for Federal and Local dollars would remain the same with the remaining 92 million for project completion? Johnson indicated that the flood control aspect would end up being 50% Federal and 50% Non-Federal (20% State funds).

Marvin asked if the 2011 date was completion for the project? Johnson confirmed that this was correct. Marvin went on to clarify that there seemed to be a significant amount of work that still needed to be done to take the road from 'K' to 27<sup>th</sup> Street. Figard stated that the transportation step is to finish the projects that are currently shown in the City's Capital Improvement Program. He said that we continue every year to lobby for additional Federal dollars to assist in the costs. With the current stimulus package, we are hopeful that there will be an opportunity for more Federal dollars to finish those two pieces of transportation. Spatz asked Figard if he felt there was enough dollars in the CIP to meet the expenditures needed to complete the projects? Figard indicated that there was. He stated that the CIP is a document based on real revenue and Antelope Valley is fully funded in the CIP.

Svodboda asked about the East/West connector for the Big X (Salt Creek Roadway) that goes underneath the overpass at 27<sup>th</sup> Street to Cornhusker Hwy at the automated signal and whether we plan on doing any improvements there. Figard indicated that there were not any plans for improvements at that location yet. If a need arises, then it would have to compete with other priorities at the time. Svodboda said that he assumed the same would hold true for other streets that would become more internal streets as a result of the project (16<sup>th</sup> & 17<sup>th</sup> Streets). MacLean said that they might change a little bit and UNL's Master Plan would play a role but the streets would remain City streets. Svodboda inquired if there would be any plans to change them from the multi-lane to something else and any required maintenance. MacLean responded that the streets would still need to be maintained but an argument could be made that the maintenance would be less due to reduced traffic. Jackson concurred that the traffic on 16<sup>th</sup> and 17<sup>th</sup> Streets is anticipated to be reduced with the new roadway. Svodboda added that the question had come to him recently about the possibility of adding additional parking on 16<sup>th</sup> & 17<sup>th</sup> Streets once traffic is not as heavy there. MacLean indicated that this certainly was a possibility. Camp asked for an update on the University's Master Plan with regards to this area. Jackson stated that UNL is in a holding pattern right now. They are waiting for the parkway to be completed. Camp asked if the University had any preferences regarding the Holdrege Bridge. Jackson responded that they have not done any work in that area. Eschliman asked about the expenditures related to marketing and consulting fees, the structure of putting items out for bid and processing contracts. She wanted to know who reviews the billings and how is the spending decisions made.

Johnson gave a brief overview on consultant contracts and right-of-way. Federal funds require certain processes regarding the selection of consultants, bidding, right-of-way acquisition, and relocation. The City has it's own requirements for acquisition. JAVA has contracted with City Purchasing to do the purchasing and analysis. Urban Development was the entity that JAVA retained to do all the right-of-way acquisition. There are also auditing requirements and review.

Figard added some history to the explanation: Between 1991 and 1994, the three partners spent time putting together the partnering agreement. In that agreement, it was stated that the City of Lincoln, initially, would be the contracting authority for the Professional Services. There are two different types of services to be procured. One is the Professional Services contract and the second is the Construction contracts. In the original Professional Services contract, there was a committee of people; (the selection services that are recommended and required by the Nebraska Department of Roads) Federal Highway Administration, University, NRD, NDOR, FHWA, and the City all came together and solicited RFP's for the original Professional Services contract. A firm was selected and in the selection, there was a series of subsequent services that could be procured by the City. Each year, the partners estimated and approved the work that needed to be done on the Antelope Valley project. During the course of the year, through the guidance of the partners, it was determined exactly what work could be accomplished that year. This was done as a "pay as you go" situation, what could we get done and afford in the CIP each year. During the first years of the project from 1995 - 2001, there was an Executive Group which included representatives from the City [ Parks, Planning, Public Works, Urban Development, and the Mayor's Office] that met with the University and the NRD every month to review the progress made by the consultants and help to make decisions. This would get reported back to the Mayor and decisions were made as budgets and Capital Improvement Programs were brought forward. Every month, invoices were received from the consultant on work done. These invoices were reviewed before being processed. We have audited this from 1995 - 2003. Another audit is also in process.

Marvin asked for discussion about the selection of Parsons Brinckerhoff and allegations of political contributions to the current Mayor and any other political pressure to select Parsons Brinckerhoff (PB) above other consulting firms.

Figard responded that unequivocally at no point in time, did our administration give any pressure as to who to select. The City has a very formal and well adhered to Professional Services contract process. We have a committee that meets and selects a firm based on expertise and experience. PB had previously done work for the RTSD (Railroad Transportation Safety District). They are a nationally known firm and has done work related to but not limited to: rail relocation, redevelopment, flood control. There were between 6 and 8 proposals that were received. The committee with representative from the NDOR, FHWA, Corps of Engineers, NRD, UNL and the City reviewed the proposals. It was narrowed down to three and those three firms were interviewed. Based on the interviews, the committee, unanimously recommended selecting PB. The Selection Committee was made a part of the Executive Order. Figard explained that when we go out for Professional Services we have to name a committee that reviews proposals and makes a recommendation. The second part of the Executive Order is the Negotiation Committee which is a separate committee from the Selection Committee. At times there were sub-consultants that were added and taken away based on what was needed at the time. Figard reiterated that he was never contacted by the administration with pressure on who to select or how to do it.

Spatz clarified that there was a Selection Committee and a Negotiation Committee. He asked for clarification who the recommendations were made to. Figard stated that at the time, recommendations were made to representatives from the NRD, UNL and the City (this was pre-JAVA - 1995) and then that recommendation went onto the Mayor. At that time, the Mayor was the individual who signed the contract.

Spatz asked if they requested an auditor look at something specific within JAVA, would be possible? Figard indicated that it would not be a problem. He reminded Council that there are audits that have been done by an outside firm that are available to be reviewed. Spatz asked if those audits were a requirement? Figard indicated that at the time it was not a requirement, but were done at the recommendation of Public Works because it was the right thing to do due to the size of the project. An audit is currently in process. Figard offered to gather the information and provide it.

Eschliman asked if Figard had received advice from the City, either the Finance or Legal Department, that having an audit committee look at an Interlocal Agreement is not the best thing or that it causes complications? Figard asked for clarification. Eschliman rephrased: Has the Finance or Law Department given advise that having a City entity do an audit is either cumbersome or difficult when there are so many different entities in JAVA that are trying to enter into contracts together with each other? Figard did not recall any conversations to that. He said that throughout the process, the Law Department has been instrumental in reviewing our amendments and contracts. Figard added that audits have been typically done outside because there have not been staff or resources to do it internally. It does create a much better check and balance when a private firm from the outside. Figard stated that in working with professional engineering firms, they are required to audit their operation every year. The NDOR uses that audit to justify overhead and how they charge. Eschliman clarified that it is not unusual to do an audit where there is an Interlocal Agreement and different entities doing purchasing. Figard replied that it is not unusual. Figard added that JAVA is a vehicle that has no more or no less authority or responsibility than anyone of the entities had before to carry out those checks and balances.

Camp asked if Council could submit some questions in writing and have a follow-up session. He indicated that he really appreciated the presentation. Other Council members agreed.

The meeting adjourned.

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Power Point Presentation for Antelope Valley

ATTACHMENTS

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Prepared By: \_\_\_\_\_  
Amy Cornelius-Jones/Public Works &  
Utilities/Engineering Services



# ANTELOPE VALLEY NEAR THE FINISH LINE

JOINT ANTELOPE VALLEY  
AUTHORITY

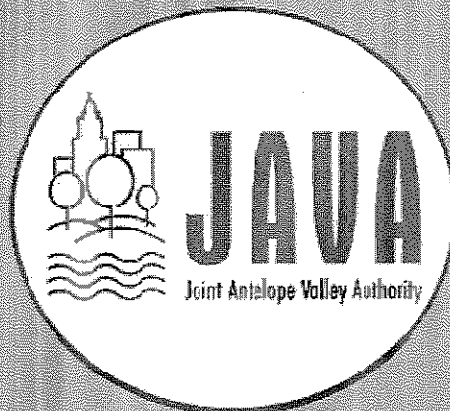
Presentation at  
Lincoln City Council Pre-Council  
January 12, 2009



## JAVA PARTNERS



# JAVA PARTNERS





## SUPPORT OVER DECADES

- Congressional delegation
- Nebraska Unicameral
- US Army Corps of Engineers
- Federal Highway Administration
- NE Department of Natural Resources
- NE Department of Roads
- JAVA Citizen's Committees



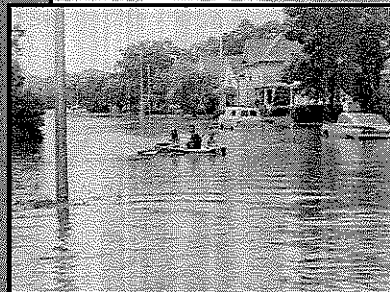
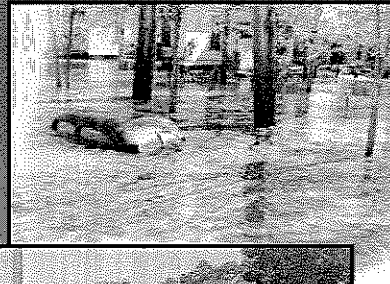
## STAKEHOLDERS AND AFFECTED PARTIES

- State Fair Park
- BNSF Railway, Union Pacific, OL&B Railroad
- Neighborhood Associations – North Bottoms, Clinton, Malone, Hawley, Woods Park, Near South, Downtown
- Malone Center and Cultural Centers
- Lincoln Business Community
- Department of Administrative Services
- Department of Military and the National Guard
- State Historical Preservation Office
- Lincoln Public Schools
- Parks Foundation
- Chamber of Commerce
- Great Plain Trails Network
- Community at large



## SUCCESS - FLOOD CONTROL

- Congressional delegation success
  - USACE Reconnaissance Level Study
  - Feasibility Level Study
- USACE determines Benefit/Cost Ratio of 1.3 to 1
- Removed from 100-year flood threat
  - 80 acres of property
  - 800 homes
  - 200 businesses
- USACE attains Congressional authorization



Delegation and USACE secure first federal appropriation to start design



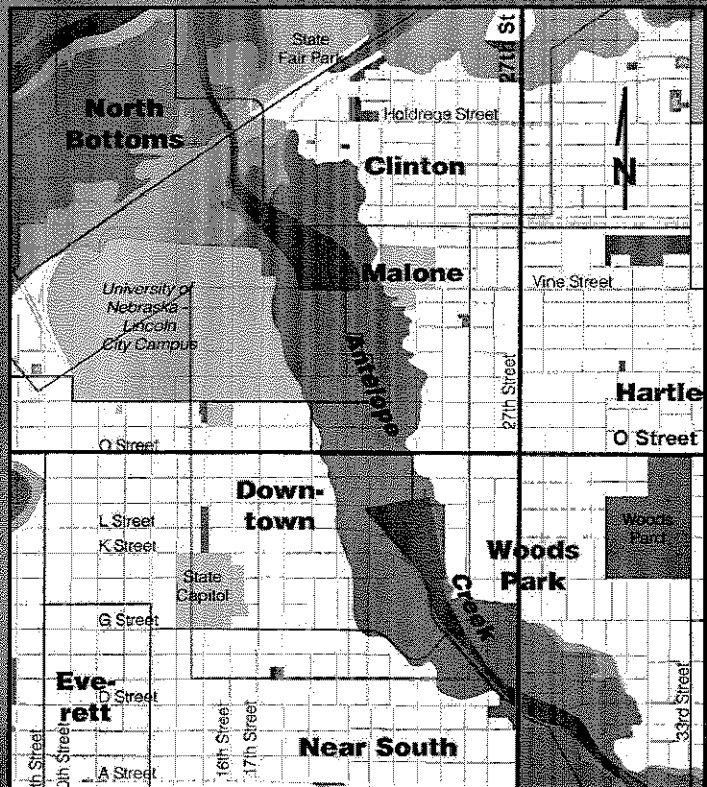
## SUCCESS - FLOOD CONTROL

- Three-phase project construction started in 2002
- Last phase to J Street is well underway and will be completed in 2009



## CURRENT FLOODPLAIN

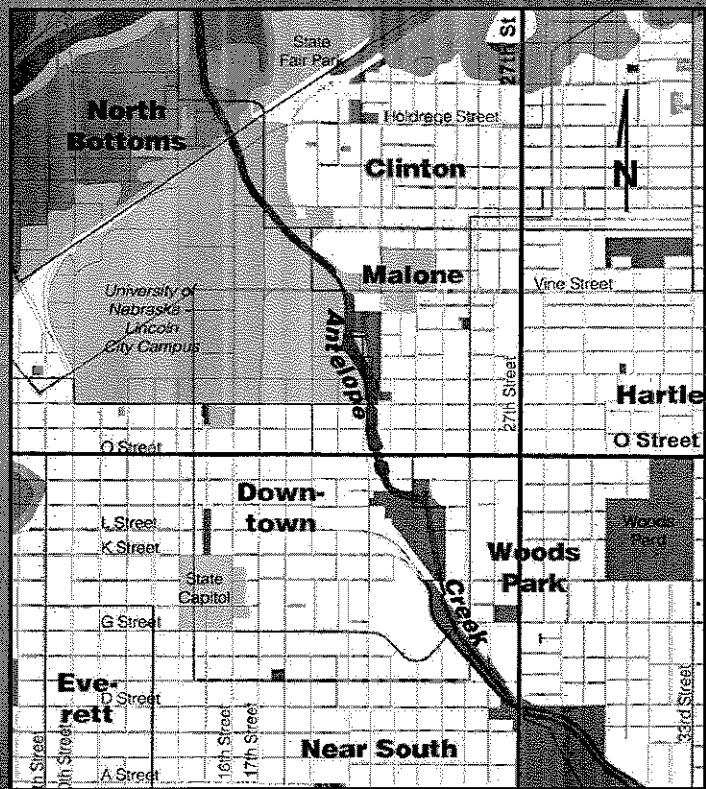
- Substantially reduced 100-year floodplain
- Flood Insurance map revision expected by early-2010





# PROPOSED FLOODPLAIN

- Substantially reduced 100-year floodplain
- Flood Insurance map revision expected by early-2010



## SUCCESS - UNL STRATEGIC PLANS REALIZED

- Supports increased research productivity and potential by removing key UNL property from floodplain
- Provides easy vehicular and pedestrian access to university academic, research, support, and athletic facilities
- Attracts new industries and businesses to Lincoln that support the university



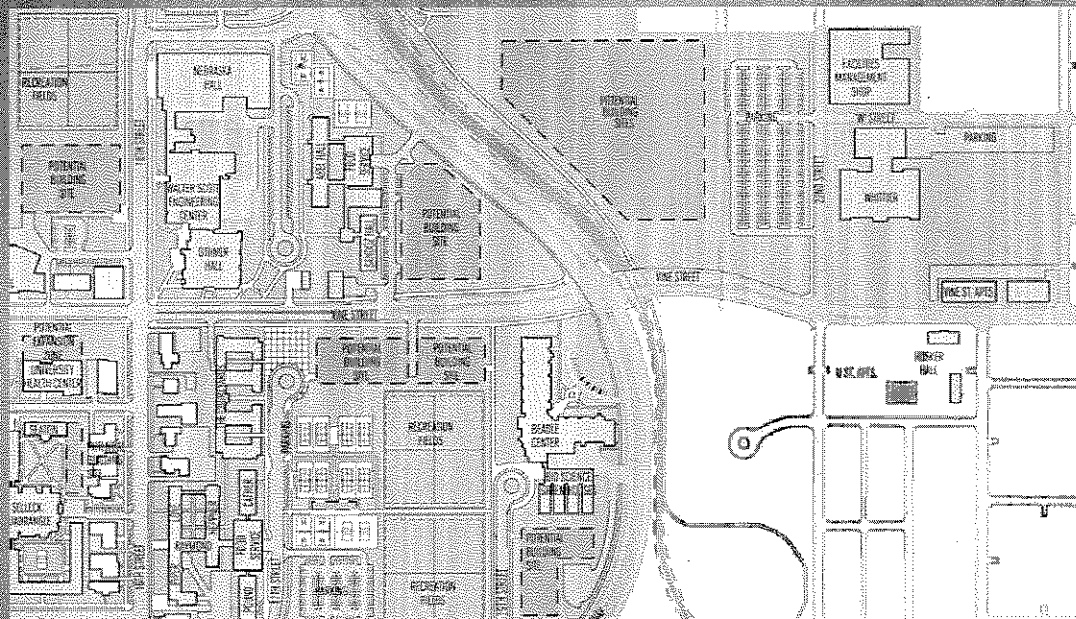
## SUCCESS - UNL'S MASTER PLAN

- Creates an inviting “front door” to the university along parkway
- Supports enhanced neighborhood/university relationships
- Connects to the future Nebraska Innovation Campus





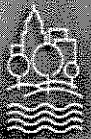
## SUCCESS - UNL'S MASTER PLAN



UNL's Master Plan (East Edge on Vine Street)

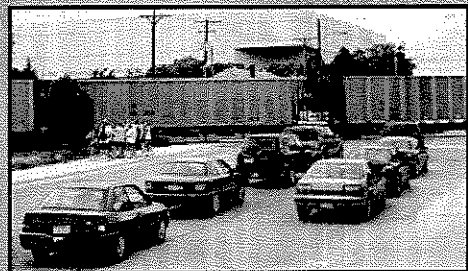
## SUCCESS - UNL'S MASTER PLAN

- Establishes an eastern campus edge that allows for creative planning and future design
- Creates future campus building sites by eliminating the 100-year Flood Plain from the SE quadrant of the campus.
- Linkages to commuter and recreational trails



## SUCCESS - CAMPUS SAFETY

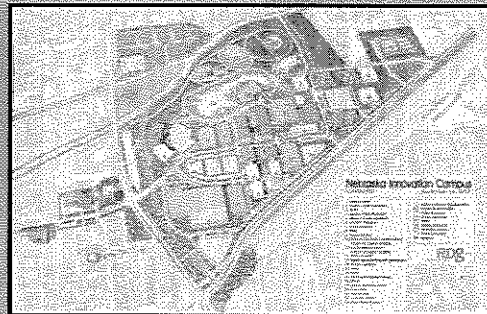
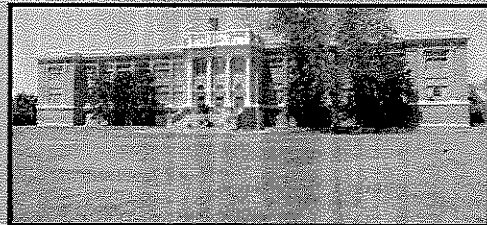
- Reduced traffic through the campus on 16th & 17th Streets
- Eliminated frequent railroad crossings
- Increased safety for our students, faculty, and staff





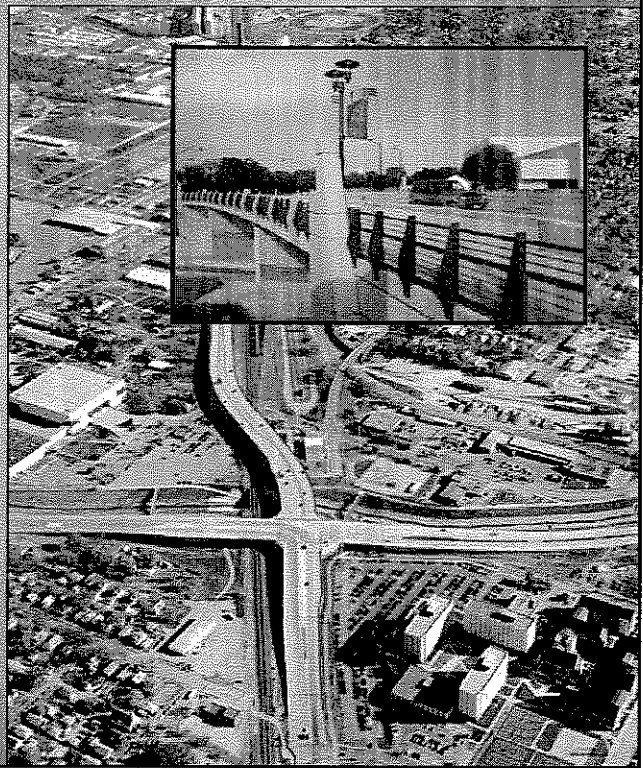
## SUCCESS - ECONOMIC DEVELOPMENT & CAMPUS GROWTH

- Renovation of Whittier Junior High School
- Future Development of the Textron Property
- New Physics and Nanotechnology Center
- Nebraska Innovation Campus



# SUCCESS - TRANSPORTATION

- AV Major Investment Study and the Environmental Impact Statement.
- New arterials to serve the City's core and eliminate heavy traffic through the UNL campus
- New Facilities
  - 6.3 miles of new streets
  - 12 new bridges
- Benefits:
  - lessens congestion
  - improves travel time
  - substantial safety benefits





# SUCCESS - LAST PROJECT SOON TO START



# SUCCESS - LAST PROJECT SOON TO START



## SUCCESS - COMMUNITY REVITALIZATION

- Health and social related services (e.g. Center Pointe, Peoples Health Center, Northbridge, Police Station)
- Housing (e.g. Liberty Village homes)
- Economic Development (e.g. Sterling Village, Walgreens)
- Planned Developments (e.g. Assurity Project and Hoppe Project)
- Recreation Enhancements
  - Fleming Fields
  - Trails connections
  - Trago Park
  - Union Plaza
- Expected future housing, commercial, and research projects



## NORTH 27<sup>TH</sup> STREET BEFORE NORTHBRIDGE





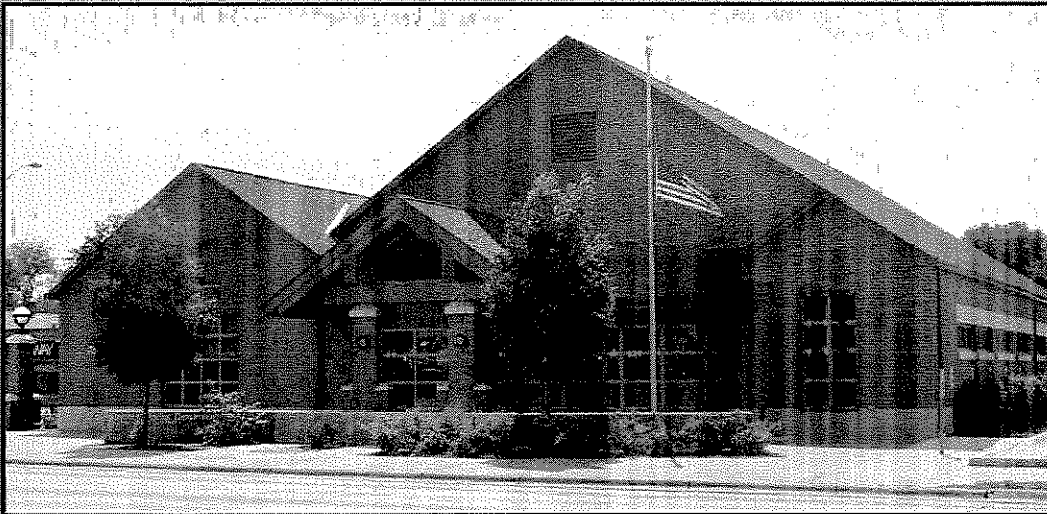
# SUCCESS - NORTHBRIDGE



## NORTH 27<sup>TH</sup> AND HOLDREGE BEFORE



# SUCCESS - POLICE STATION 27<sup>TH</sup> & HOLDREGE

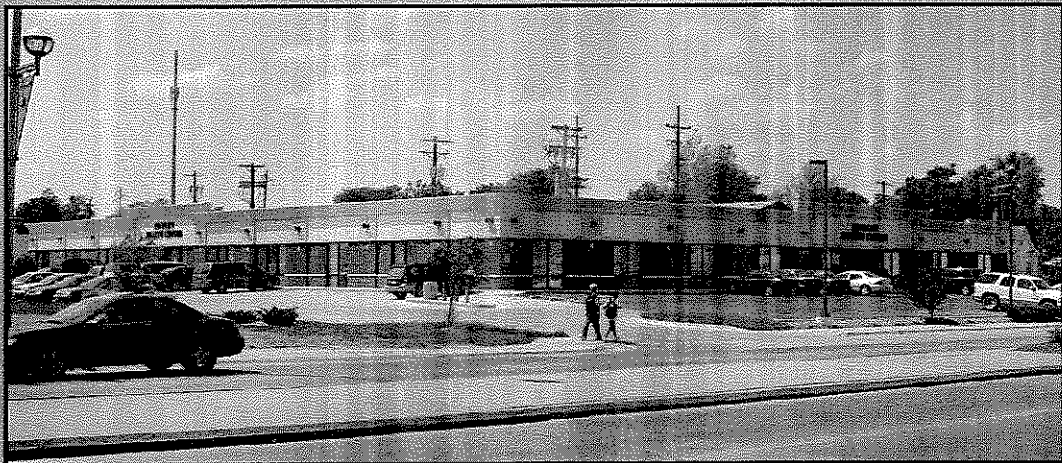


# NORTH 27<sup>TH</sup> BEFORE PEOPLE'S HEALTH CENTER





# SUCCESS - PEOPLE'S HEALTH CENTER



## 27<sup>TH</sup> AND VINE BEFORE WALGREENS



## SUCCESS - WALGREENS

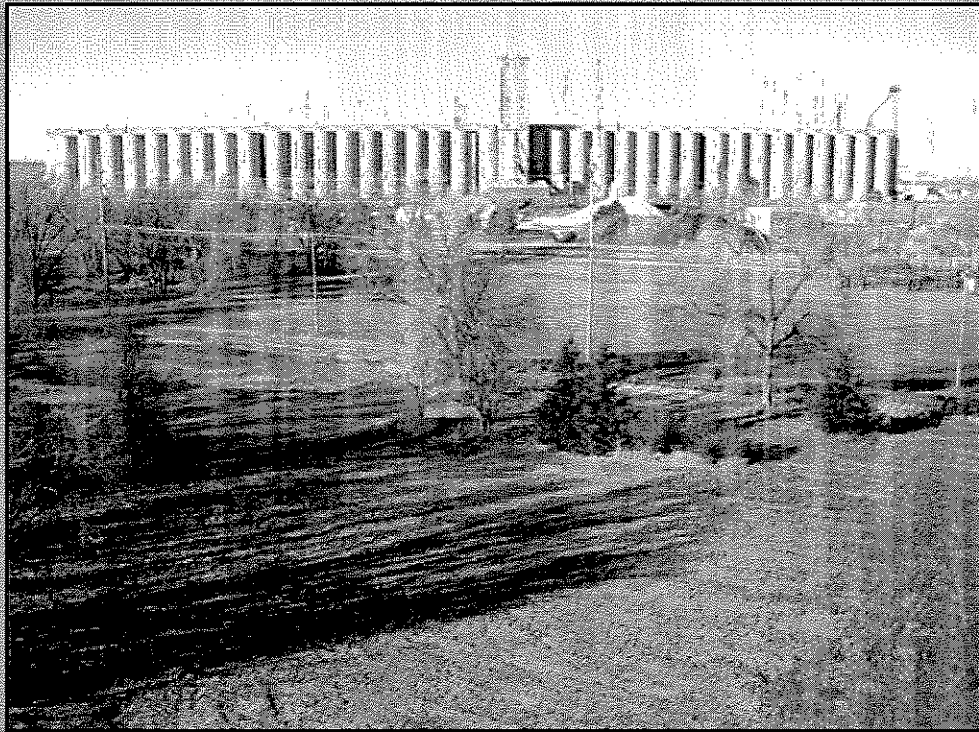




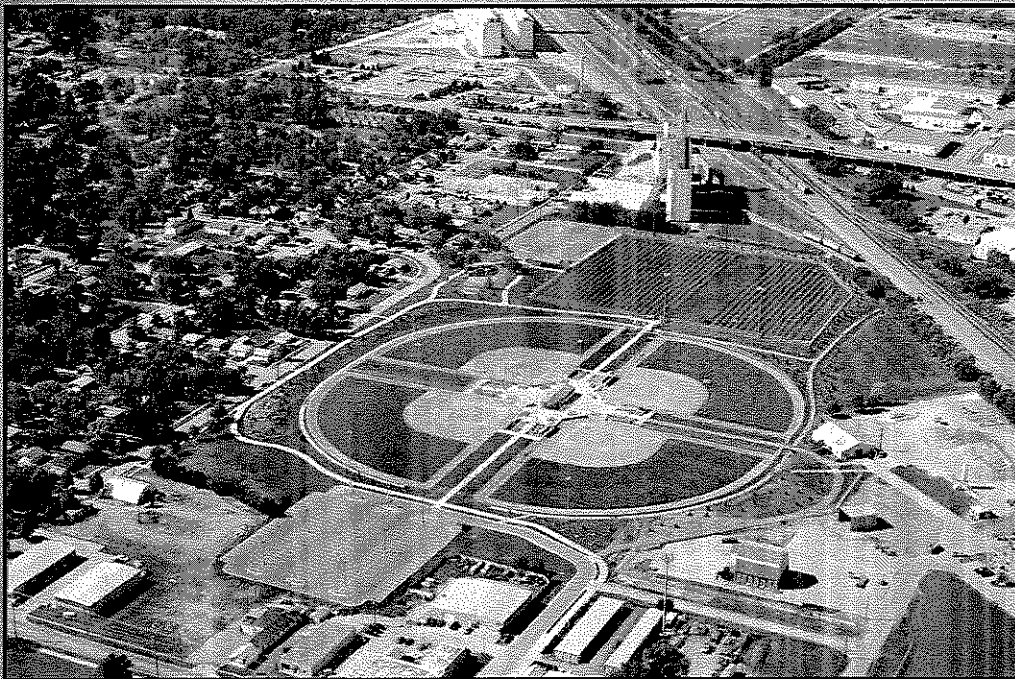
## SUCCESS - LIBERTY VILLAGE



## BEFORE FLEMING FIELDS

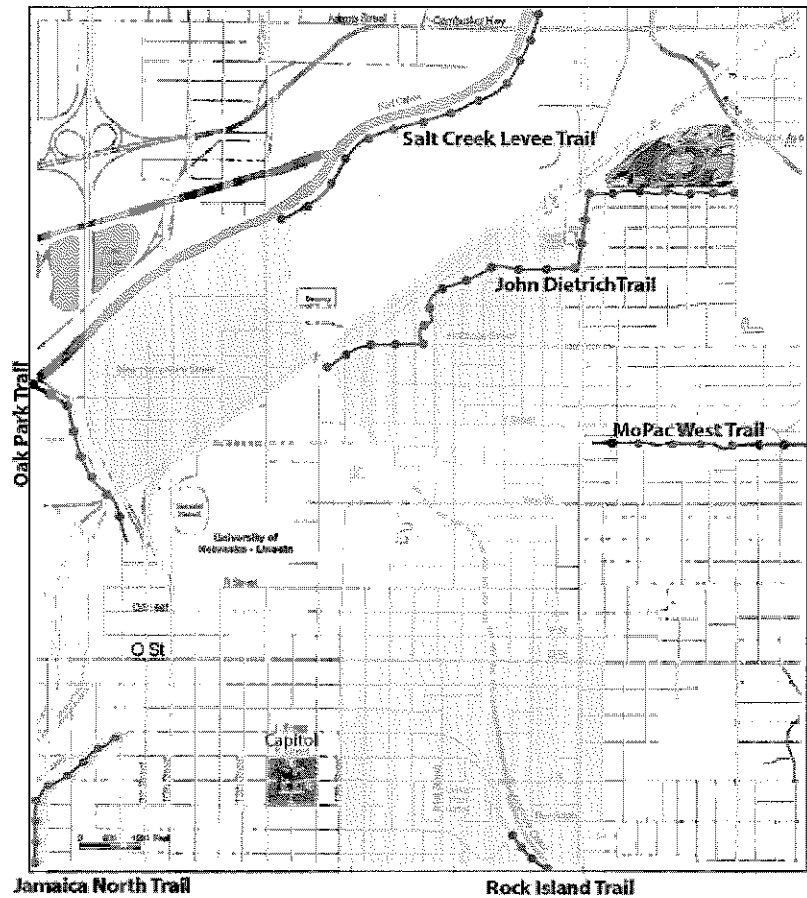


## SUCCESS - FLEMING FIELDS



# TRAILS - BEFORE

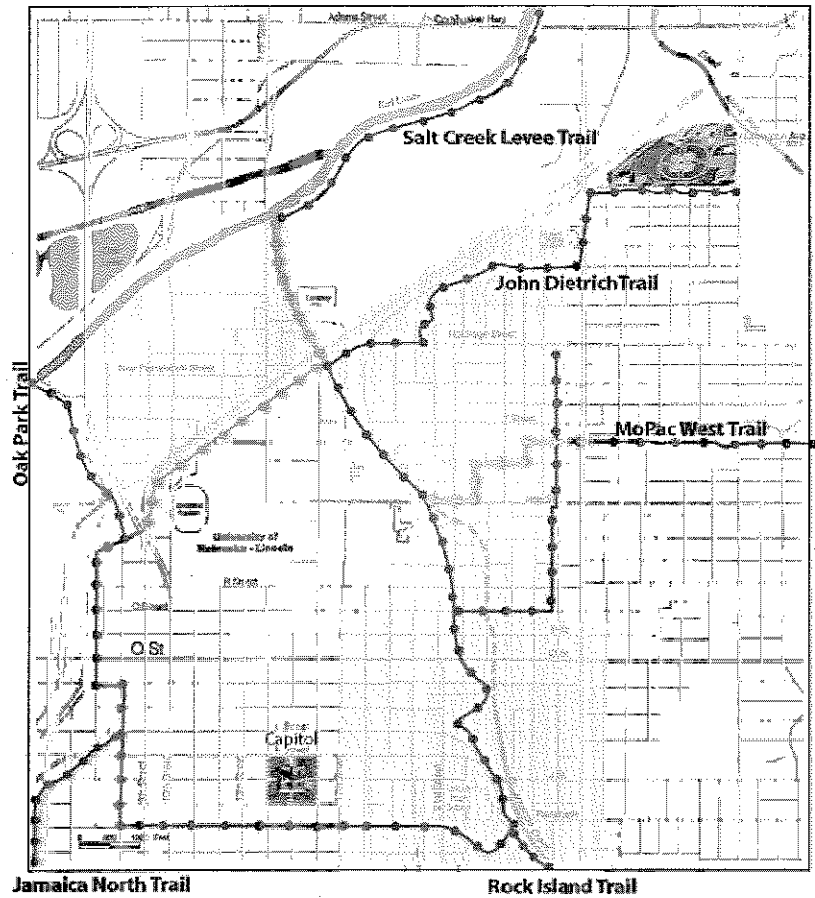
- Commuter
- Recreation





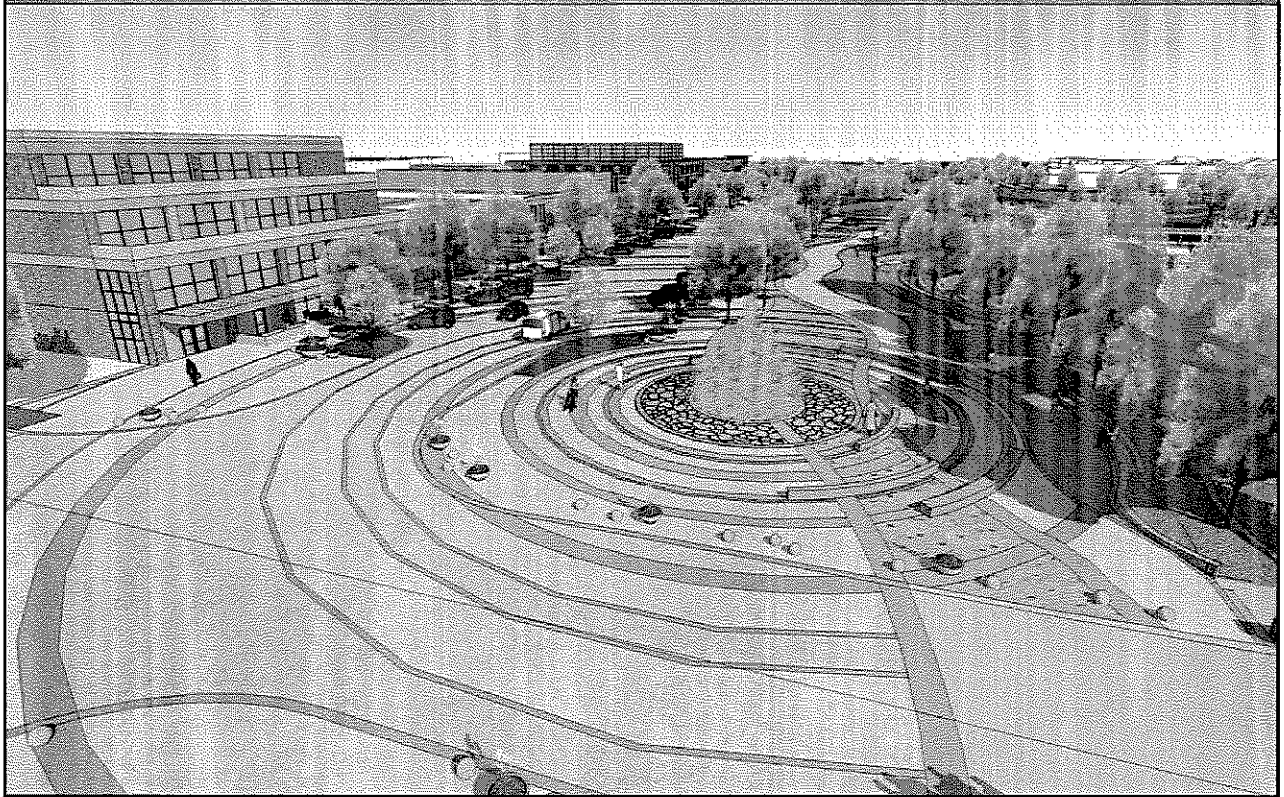
# SUCCESS - TRAILS

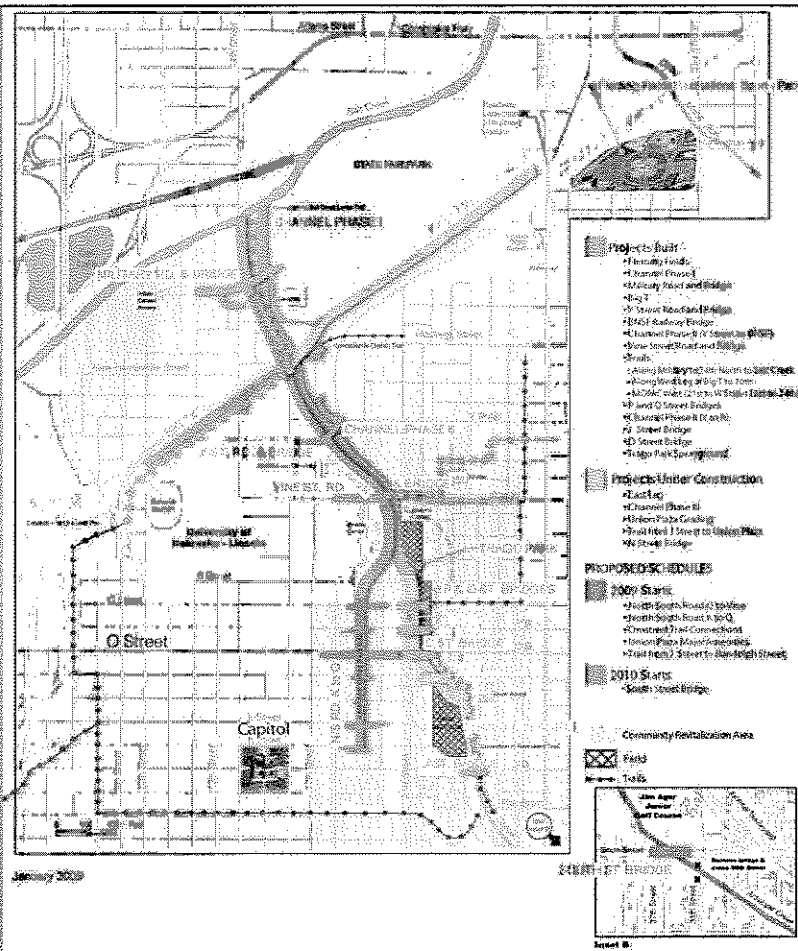
- Commuter
- Recreation





## SUCCESS - UNION PLAZA





## JAVA'S TIMELINE - ON TARGET

- **Governmental Approvals**
  - Anticipated - Fall 2000
  - Actual
    - Lincoln Comprehensive Plan Amended, Fall 1998
    - USACE Flood Control Feasibility Report, October 2000
    - AV EIS by FHWA, November 2001
- **Implementation period**
  - Anticipated - Start Fall 2000, Duration 6 to 10 years
  - Actual
    - Flood Control – Phase 1 Start 2002, Phase 3 Finish 2009
    - Transportation – First Project Start 2003, Projects complete 2011
    - Community Revitalization
      - First Project \$4.5M DuTeau project in 2003
      - Continue for years after floodplain revision



## PROJECT COST - ON TARGET

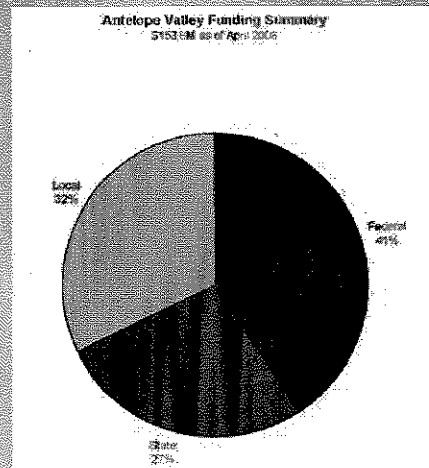
- Partners needed flexibility; goal to complete in 10 years
- Capital Cost estimates revised with each program refinement
- Original financial plan, Priority Projects
  - \$175 M (1999\$)
- 2002 financial plan, Priority Projects
  - \$223M (2001\$)
  - \$277M, escalated over 7 years to coincide with USACE schedule
  - This schedule programmed in City's CIP FY02/03
- Public kept informed of estimates to complete
- Current estimate to complete - \$246M





## SUCCESS - FUNDING & MANAGEMENT

- Success in securing federal and other funds
- Partners, stakeholders, consultant team continually sought cost-savings
- Financial management by individual participants
  - USACE
  - LPS NRD
  - Lincoln Departments
- Substantial commodity price increases recently
- AV Project actual costs are being held quite well



## IMPLEMENTATION PROCESSES & OVERSIGHT

- Services for Development and Implementation
  - Planning, Design, ROW and Construction Engineering Consultants
  - Construction Contractors
  - Service Vendors
- Processes and Oversight
  - Federal Acquisition Regulations
  - Uniform Relocation Assistance and Real Property Acquisition policies for Federal and Federally Assisted Programs
  - NDOR policies and administration by FHWA and State policy
  - Lincoln policies and procedure



## CONCLUSION

- The Partnership has succeeded
  - in addressing critical needs of Lincoln
  - in promoting significant economic development for Lincoln and Nebraska
- The Partnership and leadership from
  - Seven NRD Boards
  - Three UNL Chancellors
  - Five Mayors
  - Nineteen City Council Members
- The Partners thank the Congressional delegation
- Thank you City Council for the opportunity to voice the success story of the Antelope Valley Project

